

THE WAR IN THE PHILIPPINES.

MCARTHUR ADVANCES.

STUBBORN RESISTANCE BY THE REBELS.

MANILA, May 10.

Major General McArthur's division took the field again at daylight yesterday and advanced from Apalit to San Fernando, despite the protestations of their commissioners, who recently came in to confer with General Otis. The rebels stubbornly resisted the attacking forces both at San Tomas and San Fernando. General Hale's brigade, consisting of five 3-10 guns and a galling under Major Young, 6th Artillery, two battalions of the 51st Iowa, the Nebraska and South Dakota volunteer regiments started at daylight along the main road from Apalit to San Fernando, some 25 miles to the right of the railroad. The enemy was first encountered at 6.45 o'clock near San Simon. The Iowas at once opened fire upon the rebel position, a small unfinished trench on the left of the road, and drove the outpost ahead in fairly good order. The natives after setting fire to the village evacuated it. As the column advanced it became more and more evident that the rebels had entrenched the idea that the Americans would split up their forces and use both railroad and highway; hence, beyond a few pitfalls and imperfect trenches all of their earthworks were so constructed as to command the embankment alone, leaving their occupants unprotected from the road. The result was that General Hale's brigade advanced the rebels, who were waiting for the Americans to advance along the railroad, were compelled to evacuate their positions and retreat to San Tomas.

At 7.45 o'clock the head of the column reached the banks of the river, on the other side of which the rebels were strongly entrenched for a distance of over a mile on each side of the railroad bridge. Major Young's platoon immediately proceeded to shell the enemy's position, while the Iowa and Nebraska volunteer regiments, which were thrown along the bank, fired volley after volley into the trenches. The rebels, however, offered a most stubborn resistance, and for fifty-five minutes held the Americans in check, despite the very heavy artillery and musketry fire which was maintained across the river.

Ultimately, however, they were flanked by the Nebraskans, and a wild scramble for the railroad, where trains were in waiting, ensued. During the engagement and advance of yesterday afternoon the following casualties occurred:

KILLED.

James Sperry, Company G, 1st Nebraska.
Two other Nebraska volunteers killed, names unobtainable.

WOUNDED.

B. F. Dunning, Co. E, 1st Nebraska.
Willard B. Johnson, Co. K, 1st Nebraska.
Clark Koorill, Co. F, 1st Nebraska.

The gallant Brigadier-General Frederick H. Funston, formerly Colonel of the Kansas regiment, was wounded in the right hand while leading his men towards San Fernando. The wound is a very painful one, and compelled the general to quit the field to come into town for treatment, much against his will.

Captain Albright, of Company C, 20th Kansas, was wounded in the left thigh while supporting the battery with companies C and H of his regiment, and the following men under him were wounded:

T. J. Davidson, Company H, 20th Kansas.
B. H. Oliver, Company H, 20th Kansas.
Fritz Clapp, Company A, 20th Kansas.
Captain Dillon, of Company K, Montana Volunteers, while acting as major in the field, was wounded in the hip, and one of his men, private Fred Smith, of Company C, was wounded in the left ear.

R. J. Van Hook, of Company K, South Dakota Volunteers, was also wounded during the advance.

MANY DISTURBANCES ABOUT THE CITY.

Apparently there was some organized attempt to disturb the peace of Manila last night, for there was frequent firing about the streets in many parts of the town. As many as thirty shots were heard in the Ermita and Malate districts, and the vicinity of Binibid prison was roused for half an hour while a little shooting match was in progress.

Employees at the office of the Captain of the Port state that about eight o'clock there was considerable firing in the direction of the mouth of the river, beyond the San Antonio fort.

SICK AND WOUNDED RETURN TO MANILA.

Last night's train which arrived in Manila at half-past ten, brought down a large number of sick men who were sent in from General Lawton's expedition. The majority of the men are suffering from heat prostration and dysentery. The country through which the last week's march has been made is marshy and feverish, and in many places the rice fields are already covered with several inches of water. Fighting over such ground is very conducive to feverish and generally exhausts the men. Altogether 91 sick and wounded men were brought in, also one body.

The distance of the field operations of General McArthur's division, from the train at Calumpit, prevented the return of the men who were wounded in yesterday's fighting at Santa Tomas. They will be sent to the hospitals at Manila today.

THE "MONADNOCK" AT PANAQUE.

Shortly after six o'clock this morning the *Monadnock* opened up with her heavy guns on the insurgent trenches near Panaque. Firing continued at intervals until eight o'clock. For several days past the natives have been busy working on trenches along the beach and through the hill, is somewhat hidden by the thick brush that grows about the water's edge, it is believed that some attempt is being made to mount another gun.

GENERAL.

The gunboat *Petrel* arrived in the bay this morning from Balayan. During her cruise she observed three schooners which acted in a suspicious manner. The *Petrel* overtook them and from their names are *San Juan*, *San Pedro*, and *San Antonio*. The *Petrel* has been ordered to return to San Francisco as soon as possible. It is expected that they will leave for Frisco via Nagasaki on Sunday, 7th inst. *Manila Times*.

PATRIOTS AND PENSIONS.

Since the close of the War there has been a great rush on the American pension department by men who enlisted for service in Cuba. The regiments that did the most fighting have presented the fewest claims. One that was never under fire makes claims equal to 33 per cent. of the full force of the regiment. Two other regiments make almost as great a percentage of claims, although they never landed in Cuba.

YOKOHAMA LETTER.

(FROM OUR OWN CORRESPONDENT.)

YOKOHAMA, May 2nd, 1899.

There is considerable agitation in this country against the Civil Code as regards the matter of emphyteusis. For the benefit of the uninitiated I may state that an emphyteuta is one who utilizes another person's land for the purpose of agriculture, &c. There is apparently ample cause for dissatisfaction in this connection, as the operation of the Civil Code would be liable to deal injustice to a large number of peasants. A custom that largely prevails in Japan is the cultivation of land under a lease arrangement, the leaseholder providing the necessary capital and the farmer the labour. Under this arrangement the capitalist is registered as the owner, but it is tacitly understood that it is really a joint ownership, the farmer being granted the right of emphyteusis for an unlimited period. In this manner large tracts of land have been cultivated, the right of emphyteusis in a great many instances being handed down from father to son for generations. But in the event of the Civil Code coming into operation the right which tenants have inherited from their ancestors may be cancelled by the registered owners after the expiration of fifty years. This, on the face of it, appears to be a very unfair arrangement, and if it is deemed advisable to limit the period of the right of emphyteusis there should be some provision made in the way of compensation for those who at present enjoy the right in perpetuity. Some of the Liberal members of the Diet have expressed the opinion that proper steps should be taken to deal with this long descended right, and therefore it is probable that during the next session of the Diet this question will be brought forward for discussion.

A vernacular journal has been dwelling upon the necessity of judicial officials acquiring a knowledge of foreign languages, and remarks that when Japan assumes jurisdiction over foreigners the importance of an acquaintance with foreign languages by judges and public procurators will be multiplied. The journal further says it would be advisable that, with an increase of pay to judicial officials the subject of foreign languages be included in their examination, so that proficient men might be attracted to the service. There can be no doubt that such a knowledge would be of the utmost value to judicial officials in dealing with complicated foreign cases, but at the same time it must be acknowledged that to make it a *condition sine qua non* for such officials to pass an examination in foreign languages would not be treating them fairly. I am not aware that such knowledge is required of judicial officials in any other country, and the Japanese authorities would scarcely be justified in making it compulsory here.

In my last letter I gave some particulars of a case where the police had "prevailed" upon a servant girl to confess to having stolen a watch which was subsequently found to have been mislaid by its owner. The two policemen who were accused of brutally ill-treating this girl have been tried at the Tokyo District Court and being found guilty were, on the 28th April, sentenced to two months' imprisonment and seven days' detention respectively. They, however, both appealed. From details which transpired at the trial it appears that after being taken to the police station this poor girl was stripped and then one of the policemen used a henpen rope to thrash her back, while the other struck her two or three times with a *jitte* (a kind of iron mace); also a Japanese policeman was placed between the fingers of her right hand and pressed into the flesh. As a result of this cruel treatment the girl was unable to work for ten days, and had to apply lotions to her injuries for a fortnight. The police, of course, denied having ill-treated her, but the doctor's evidence in addition to the girl's statement established their guilt fairly conclusively. Mr. Murayama, Superintendent of the Tokyo Water Police, from whom the watch was alleged to have been stolen, has been compelled to resign, although he was not cognisant of the maltreatment to which the girl was subjected. I trust the Higher Court will uphold the decision of the Tokyo District Court, and that this case will have a salutary effect in awakening police officials to the responsibility of their positions, and the necessity of exercising a proper supervision over their subordinates, and thus prevent a recurrence of practices which are liable to hold them up to the scorn of the civilised world.

At the meeting of Prefectural Governors (about which I made some comments in my last letter) the Minister for Home Affairs submitted a long list of instructions, among which occurs the following:—"At hot springs it is not always possible to prohibit the bathing of men and women together. This practice, however, should not be overlooked as far as the control of public morality is concerned. Foreigners especially feel shocked at this indecent custom. Steps should be taken to gradually suppress the practice." This clause has been the subject of comment in both foreign and Japanese papers, although it is not of great importance to call for any exceptional notice. It has always been the custom for the Japanese to have mixed bathing (nude) at hot springs, and they think there is no more harm in it than we do of mixed bathing (in costume) at our seaside resorts at home; in fact much less than a good many people at home think on the subject. I suppose the authorities would never have considered it necessary or even advisable to restrict this practice were it not for the inflated writings of foreigners, most of whom are only too willing to gloat over witnessing the sight and afterwards was eloquent in their condemnation of existing customs of the Japanese. Such hypocritical effusions are not worthy a moment's consideration. Where ladies bathe at home how common a sight it is to see youths and men of a ripe age, too perched on points of vantage near at hand watching the gambols of the fair ones through binoculars. Yet a Japanese would scarcely turn his head in passing to look at a bevy of girls who are going through their ablutions perfectly naked. The only conclusion one can arrive at is that the elaborate and carefully contrived costume of the European lady bather is much more suggestive of vice to a European than is the nude figure to a Japanese.

While making these comments in justification of the Japanese I do not wish to express unqualified approval of the custom, and in a large number of cases it could very easily and with advantage be abolished. The more important hotels provide three or four rooms for hot spring baths, and where such accommodation is provided it would perhaps be advisable to provide one room exclusively for the use of ladies. There are other hotels, however, which only possess one bath-room, and therefore those Japanese who cannot afford to patronise the larger hotels are necessarily compelled to indulge in mixed bathing. In such cases the authorities will be fully justified in ignoring the ranting condemnation of the moral leave (the mark) globe-trotter, and in fact it is by no means certain that the practice of mixed bathing

does not indicate a higher standard of morality than the custom which obtains at home.

There is some speculation as to the fate of lotteries here when the revised Treaties are put into operation, such as the Pari-mutuel on the Race-course and the Yokohama Investment Company. The provisions of the Japanese Penal Code prohibit any kind of lottery in the Japanese Empire. A number of Japanese, however, are in favour of licensing the profession of conducting lotteries, subject to certain restrictions, and in this connection the Kyoto Chamber of Commerce presented a memorial to the Government some time ago. A vernacular journal now reports that the Yokohama Investment Committee recently sent to the Home Office a note requesting information as to whether their business will be suspended when the revised Treaties come into force. The Minister for Home Affairs concluded that it did not come within his province to decide the matter and forwarded the application to the Department of Agriculture and Commerce. The latter department fought shy of the question, however, and returned the communication to the Home Office. While being battered about from pillar to post in this manner the question as to who is to settle the matter must resolve itself into a lottery.

WHERE IS THE DIFFERENCE?

We (*Manila Times*) have received from somebody in Hongkong, who is interested in advocating the cause of the Filipinos, a copy of an address which has been framed for the purpose of appealing to the people of the United States, to induce the Government to suspend hostilities in the Philippines and confer with the Filipino leaders with the view of preventing further bloodshed. The address says:—

"The evidence is very clear that Aguinaldo was brought to the islands by our own warship, that his aid was accepted and desired by our military operations against the Spaniards, and that hopes of independence were encouraged by our Consuls and other officers, that a Parliament of the islands framed a Constitution, and that the Government so formed fairly represented the intelligence of the people of the islands."

"It is also undeniable that on January 3rd President McKinley issued a proclamation through General Otis declaring that on the 10th of the previous month the Philippine Islands had been ceded to this country by Spain by the signature of the Treaty of Paris, and further ordered him to extend the military Government of the United States to the whole of the ceded territory, and to demand the surrender of all arms, which was then held by the Filipinos in an orderly manner by capture from the Spaniards."

"No declaration of war was made by the United States to the islands, and no declaration of war was made by the United States to the islands, and no declaration of war was made by the United States to the islands."

"Any right that we assert to ownership of the Philippines must rest, therefore, either upon conquest or upon purchase from their Spanish oppressors, or upon both, and in any case it is, as we believe, inconsistent with the principles of this Republic, and fraught with danger to its peace and to the peace of the world."

"The first result we already witness, a war of subjugation, which must embitter the people, must bring disaster and death to our soldiers and unmeasured cost to our people."

"The aims of the framers of the address are:—First—That our Government shall take immediate steps toward a suspension of hostilities and a conference with the Filipino leaders, with a view to preventing further bloodshed, upon the basis of a recognition of their freedom and independence, as soon as proper guarantees can be had of order and protection to property."

"Second—That the Government of the United States shall tender an official assurance to the inhabitants of the Philippine Islands that they will encourage and assist in the organization of such a Government in the islands as the people thereof shall prefer, and that upon its organization in stable manner the United States, in accordance with its traditional and prescriptive policy in such cases, will recognize the independence of the Philippines and its equality among nations and gradually withdraw all military and naval forces."

"There is no material difference of view between the opposing parties, if it can be taken as an actual statement of the Filipino proposition. In fact, the United States Government and the Military Government of the United States in the Philippines would endorse this present appeal and lay, in fact, said substance, that is to say, upon the basis of a recognition of the freedom and independence of the Philippines as soon as proper guarantees can be had of order and protection to property."

"Where the dispute arises is in that very phrase 'as soon as proper guarantees can be had.' That is exactly the rock on which the Filipinos and Americans have split, that is the point on which they are irreconcilable, and can only be brought to that point of agreement by the submission of one to the domination of the other. The Filipinos claim that the alleged 'proper guarantees' have been in existence ever since they proclaimed their republican government. They not merely said this but they started a fight for the purpose of proving it. There was never any need for the Filipino troops to insist on being at such close quarters with the American outposts that friction was sure to result. This promise to grant freedom and independence 'as soon as proper guarantees can be had' has always been the promise held out to the Filipinos and it has never been withdrawn or modified, nor varied in the slightest degree. It holds good now as it always has done. 'As soon as proper guarantees can be had' then the United States will leave the Filipinos to run their country unaided, but it is for the United States, as the party making the offer, to decide whether the guarantees are or are not sufficiently satisfactory. If we in ordinary every day business, say to a man 'we will promise this if you will do that,' then it is for us to say whether we consider that he has done his side of the contract to our satisfaction. It is, on the face of it, impossible for the Filipinos to say what are satisfactory guarantees of good government because as it is evident, and as they cannot for a moment refuse to admit, they have absolutely no knowledge or experience in such matters. From their own statements, they have as little knowledge of what is and what is not good government as a carabao knows about an automobile car. Therefore, it is not for themselves to judge how soon the right moment can be considered to have arrived for this clause of the promise to go into effect. The appeal of the Filipinos and their friends is intended to induce the government to tender an official assurance to the inhabitants of the Philippine Islands that they will encourage and assist in the organization of such a government in the islands as the people thereof shall prefer, and that upon its organization in a stable manner the United States will recognize the independence of the Philippines and will gradually withdraw all military and naval forces."

This is exactly what the United States itself purposes, this is almost word for word what has been offered, and the offer has never been withdrawn. It still holds good, but the fighting began and it continued solely because some Filipinos would not wait for the fulfilment of this programme. At imperative that all those who will not wait for this to be done satisfactorily must be reduced to submission before anything else can be done. The act of reducing them to submission is no violation of the promise but is simply paving the way for the fulfilment of the promise.

THE "NEERA" BEACHED.

SHE STRIKES THE BAR AT TRINGGANU.

The steamer *Eng Ann*, which arrived at Singapore recently, brought news of an accident to the s. s. *Neera*, one of the fleet of the Straits Steamship Company. A day or so back, the *Neera* was entering the harbour at Tringganu when she struck the bar heavily. She was not thought to be seriously damaged at the time and proceeded towards her anchorage inside the harbour, where there is deep water. It was found, however, that the ship was making water rapidly, and Captain Coys decided to beach her. No trouble is anticipated in pumping the water out of the vessel and bringing her to Singapore. The *Neera* is a steamer of 159 tons net register.

A DEPRAVED CRIMINAL.

THE "LIGHTNING ROBBER."

The metropolitan press has been thrown into a considerable flurry over an important discovery lately effected by the Metropolitan Police Office, a discovery relating to the identity of a notorious robber named Keijiro Sakamoto now arrested, and the first of a series of concerts for children was held in the Town Hall in January. Two new pianos, a set of timpani and a considerable amount of music have been obtained, during the year, the music including 80 copies of Mackenzie's Cantata "The Bride" which is now being practised. The Committee, is composed of Mr. W. G. St. Clair (President), Mr. W. Makepeace (Hon. Treasurer), Mr. A. P. Ager (Hon. Librarian), Mr. M. Heller (Hon. Secretary), Messrs. A. Knight, S. Tomlinson, L. Lanz, and F. Whitefield. The accounts show that the receipts were £2,542 as against £2,056 last year. Subscriptions were slightly larger, and the concert receipts, assisted by the special donations given by the Orchestra to provide funds for a set of timpani, which resulted in a profit of £170, the timpani costing £117. The expenditure amounts to £2,410 as against £1,921 last year. Double the amount has been spent on new music, and the item "general expenses" includes some outstanding accounts of last year. From the balance of £136 the Committee recommended that £100 be carried to debenture accounts, to meet the interest on ten debentures at 5 per cent. for eight months, and to form a fund for the redemption of debentures. Provision should be made in this year's estimates for at least £300 to be carried to this account. It is proposed to issue this year's list of payment of subscription, a member's season ticket, to admit to all concerts of the Society, and to entitle to a reserved seat coupon for those concerts.

This report will be submitted to the annual general meeting of members which has been fixed for Friday afternoon next in the Town Hall, at 5.15.

JAPANESE AND CHINESE LABOURERS FOR HAWAII.

It is learned through a semi-official source that the sugar planters of Hawaii have given an order to a Japanese emigration company for over 6,000 labourers. The planters fear that the Exclusion Laws of the United States will be applied to the Hawaiian Islands, hence their haste in importing Japanese on long term contracts prior to the operation of this anticipated law.

From other sources it is learned that similar contracts will be made with Chinese, and that a representative of the sugar planters is now in China securing coolies. An attempt will also be made, it is said, to import Filipinos, but it is thought that in the latter case much difficulty will be encountered, as the Filipinos will not care to leave the surroundings of their fellow muchachos and muchachas. Unlike the Chinese and Japanese the Filipinos do not leave their homes for emigration purposes.

SINGAPORE PHILHARMONIC SOCIETY.

THE ANNUAL REPORT.

In their report for the year ended 31st March last, the Committee of the Singapore Philharmonic Society state that the membership of the Society has increased during the year, and that the number on the roll is now 290. Messrs. Barker and Laugher, who were respectively Hon. Treasurer and Hon. Librarian of the Society, resigned on leaving the Colony, and were succeeded by Messrs. W. Makepeace and A. P. Ager. Five concerts—to which members had free admission—were given during the year and a musical evening was held in August. Two additional concerts were given by the Orchestra Section of the Society, the proceeds of which were devoted to the purchase of a set of timpani (which have now arrived), and the first of a series of concerts for children was held in the Town Hall in January. Two new pianos, a set of timpani and a considerable amount of music have been obtained, during the year, the music including 80 copies of Mackenzie's Cantata "The Bride" which is now being practised. The Committee, is composed of Mr. W. G. St. Clair (President), Mr. W. Makepeace (Hon. Treasurer), Mr. A. P. Ager (Hon. Librarian), Mr. M. Heller (Hon. Secretary), Messrs. A. Knight, S. Tomlinson, L. Lanz, and F. Whitefield. The accounts show that the receipts were £2,542 as against £2,056 last year. Subscriptions were slightly larger, and the concert receipts, assisted by the special donations given by the Orchestra to provide funds for a set of timpani, which resulted in a profit of £170, the timpani costing £117. The expenditure amounts to £2,410 as against £1,921 last year. Double the amount has been spent on new music, and the item "general expenses" includes some outstanding accounts of last year. From the balance of £136 the Committee recommended that £100 be carried to debenture accounts, to meet the interest on ten debentures at 5 per cent. for eight months, and to form a fund for the redemption of debentures. Provision should be made in this year's estimates for at least £300 to be carried to this account. It is proposed to issue this year's list of payment of subscription, a member's season ticket, to admit to all concerts of the Society, and to entitle to a reserved seat coupon for those concerts.

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TOKYO HARBOUR.

We (*Japan Mail*) mentioned recently a rumour to the effect that a scheme was on foot for diverting the greater part of the Sumida River's volume into the Sagami Bay, thereby reducing the former river, below that place, to the dimensions of a canal, and thus permitting the successful dredging and deepening of the space within the forts, which is at present kept perpetually shallow by the detritus of the Sumida. Another project is now spoken of as having been suggested by Mr. Furuchi, the well-known Chief-Engineer of the Home Department. It is to fill up the whole fore-shore from the Shiba Detached Palace to Shimagawa by dredging the bay in front. The Tokyo newspapers which give this information do not explain what Mr. Furuchi proposes to do with the Sumida River, the whole source of difficulty, but they tell us that the area of the reclaimed land would be eight hundred thousand *tsubo*, which, at 100 *per tsubo*, would represent eighty million *yen*. Even after the amplest allowance has been made for roads, canals, &c., there would certainly remain four or five hundred thousand *tsubo*, and as the total expenditure would not exceed 30 million *yen*, a substantial margin is in sight. Pending the sale of sufficient land to cover the initial outlay, harbour and wharfage dues might be levied to pay interest, and the Government's assistance might be invoked.

If the Tokyo people had even a moderate degree of enterprise, they would have possessed a harbour long ago. Perhaps they are wakening up at last, but we doubt it. At all events, they ought to be able to manage their own business without assistance from the Treasury. There is no reason why the whole nation should be obliged to put its hand into its pocket because the people in the capital want to enjoy a larger measure of prosperity but have not the courage to procure it by their own exertions. Another point is that if heavy harbour dues and wharfage charges are to be levied on Tokyo, shippers will certainly prefer Yokohama.

The latest schém, with reference to Tokyo harbour is to have it at Hancu; that is to say, at the mouth of the Tanagawa. The cost of constructing it, according to that plan, would be 10 million *yen*, and the engineering difficulties would be comparatively small. The only trouble is that a harbour, 10 miles distant from Tokyo could scarcely be called Tokyo harbour. The *Jiji Shimpu* just ridicules the idea, and urges that, even though three times as much money be required, the mouth of the Sumida is the only proper site.

NOTANDA.

CALENDAR.

MAY.
Meteorological means based on ten years' observations to 1893.
Barometer 29.87
Thermometer 76.2
Humidity 84.0
Rainfall 15.0

TO-DAY.

WEATHER REPORT.
On date of
Barometer 29.87
Thermometer 76.2
Humidity 84.0
Rainfall 15.0

TO-DAY.
Wednesday, 10th May, 1899.
Chinese—2nd of 4th moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 6min.
Sets 5hr. 35min.
High water—Morning 2hr. 30min.
Afternoon 4hr. 15min.
Low water—Morning 1hr. 15min.
Afternoon 3hr. 45min.

ANNIVERSARIES.
1774—Louis XV. died.
1853—H.M.S. *Rattler* destroyed a piratical fleet near Hongkong.
1857—The Indian Mutiny broke out at Meerut and Delhi.
1864—Capture of Chang-Chow by Col. Gordon and "The Ever Victorious Army."
1865—Jefferson Davis captured in Georgia.
1870—Great typhoon in Formosa; 4 ships lost.
1885—Occupation of Port Hamilton by the British fleet.
1894—Hongkong declared infected with Bubonic Plague.

TO-MORROW.

Thursday, 11th May, 1899.
Chinese—3rd of 4th moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 6min.
Sets 5hr. 35min.
High water—Morning 2hr. 30min.
Afternoon 4hr. 15min.
Low water—Morning 1hr. 15min.
Afternoon 3hr. 45min.

ANNIVERSARIES.
1843—Wang An-tung and Hsienling visited Hongkong.
1864—Armed attack on the offices of Messrs. Holiday, Wise & Co.
1866—"Black Friday" extensive Bank failures etc. in England.
1878—Attempted assassination of the German Emperor.
1880—"The Duke of Genoa" arrived in Hongkong.
1889—Death of Father Damien.
1891—Attempted assassination of the Czar, which in Japan.
1894—Collision between the *Mike Maru* and *Donmushiro* near the Tungsha Lightship.
1897—The Powers proposed mediation between Turkey and Greece.

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (China) to-morrow.
Indian (Suez) 15th inst.
American (City of Rio de Janeiro) 18th inst.
American (Coptic) 23rd inst.
American (America Maru) 3rd prox.

TUG: Canadian Pacific Railway Co.'s steamer *Athenia* left Vancouver via Kobe for Hongkong on the 7th. She is due to arrive at Kobe on the 22nd inst.

THE O. S. S. Co.'s steamer *Homocerus*, from Glasgow, Liverpool, etc., left Singapore for this port yesterday afternoon, the 9th, and may be expected here on or about Monday, the 15th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba at Kowloon, 18th.
Isle de Luzon 21st.
Henry Palling 21st.
Hongkong Maru 21st.
Hongkong Maru 21st.
Hongkong Maru 21st.
Hongkong Maru 21st.
Hongkong Maru 21st.
Hongkong Maru 21st.
Hongkong Maru 21st.

PASSED THE CANAL.

Outward—14th April—*Indrapura*, *Kintaka*, *Enos*, *Bamberg*, *Indrapura*, *Palatina*, 18th April—*Glenloch*, *Habibotti*, *Kehmer*, 21st April—*Jubara*, *Boytan*, *Tonkin*, 23rd April—*Amrita*, *Dogstad*, 27th April—*Courier*, 28th April—*Primus*, *Eastern*, 2nd May—*Bengler*, *Dorothea Richner*, *Agri*, *Nupla*, *John Adamson*, 5th May—*Tantalus*.

Homeward—5th May—*Formosa*.

SWATOW WEEKLY SHIPPING REPORT.

(5th May, 1899.)

ARRIVALS.
Date. Vessel. Where from. Agents.
Apr. 30 *Choyang* Shanghai. J. M. & Co.
" 30 *Kiangsu* W. & C. Kiang. B. & S.
" 30 *Taiyang* Hongkong. J. M. & Co.
May 1 *Haitian* B. & S.
" 1 *Alfura Maru* B. & S.
" 1 *Tamini* C. & N. Wang. B. & S.
" 1 *Taijin* B. & S.
" 2 *Takshan* Amoy. B. & S.
" 2 *Glenloch* Amoy. J. M. & Co.
" 2 *Haitian* B. & S.
" 2 *Kham* W. & C. Kiang. B. & S.
" 2 *Yikang* C. & N. Wang. B. & S.
" 2 *Meefoo* Hongkong. C.M.S.N. Co.
" 3 *S'genti Maru* B. & S.
" 3 *Wampoo* B. & S.
" 3 *Kuulin* Newchwang. B. & S.
" 3 *Charterhouse* Amoy. J. M. & Co.
" 3 *Formosa* B. & S.
" 3 *Pechili* Amoy. B. & S.
" 3 *Sigawa* Hongkong. J. M. & Co.
" 3 *Photo* Hongkong. J. M. & Co.
" 4 *Thales* Amoy. B. & S.
" 4 *Foehow* Wuhu. B. & S.
" 4 *Holihay* C. & N. Wang. B. & S.
" 5 *Chowtai* Hongkong. J. M. & Co.
" 5 *Haitian* B. & S.
" 5 *S. Rickmers* Amoy. B. & S.
" 6 *Siam* B. & S.

DEPARTURES.

Date. Vessel. Destination. Agents.
Apr. 30 *Choyang* Hongkong. J. M. & Co.
May 1 *Haitian* Amoy. B. & S.
" 1 *Alfura Maru* B. & S.
" 1 *Tamini* C. & N. Wang. B. & S.
" 1 *Taijin* B. & S.
" 2 *Takshan* Amoy. B. & S.
" 2 *Glenloch* Amoy. J. M. & Co.
" 2 *Haitian* B. & S.
" 2 *Kham* W. & C. Kiang. B. & S.
" 2 *Yikang* C. & N. Wang. B. & S.
" 2 *Meefoo* Hongkong. C.M.S.N. Co.
" 3 *S'genti Maru* B. & S.
" 3 *Wampoo* B. & S.
" 3 *Kuulin* Newchwang. B. & S.
" 3 *Charterhouse* Amoy. J. M. & Co.
" 3 *Formosa* B. & S.
" 3 *Pechili* Amoy. B. & S.
" 3 *Sigawa* Hongkong. J. M. & Co.
" 3 *Photo* Hongkong. J. M. & Co.
" 4 *Thales* Amoy. B. & S.
" 4 *Foehow* Wuhu. B. & S.
" 4 *Holihay* C. & N. Wang. B. & S.
" 5 *Chowtai* Hongkong. J. M. & Co.
" 5 *Haitian* B. & S.
" 5 *S. Rickmers* Amoy. B. & S.
" 6 *Siam* B. & S.

SHIPPING IN PORT.

Date. Vessel. Where from. Agents.
May 1 *Tamini* C. & N. Wang. B. & S.
"

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

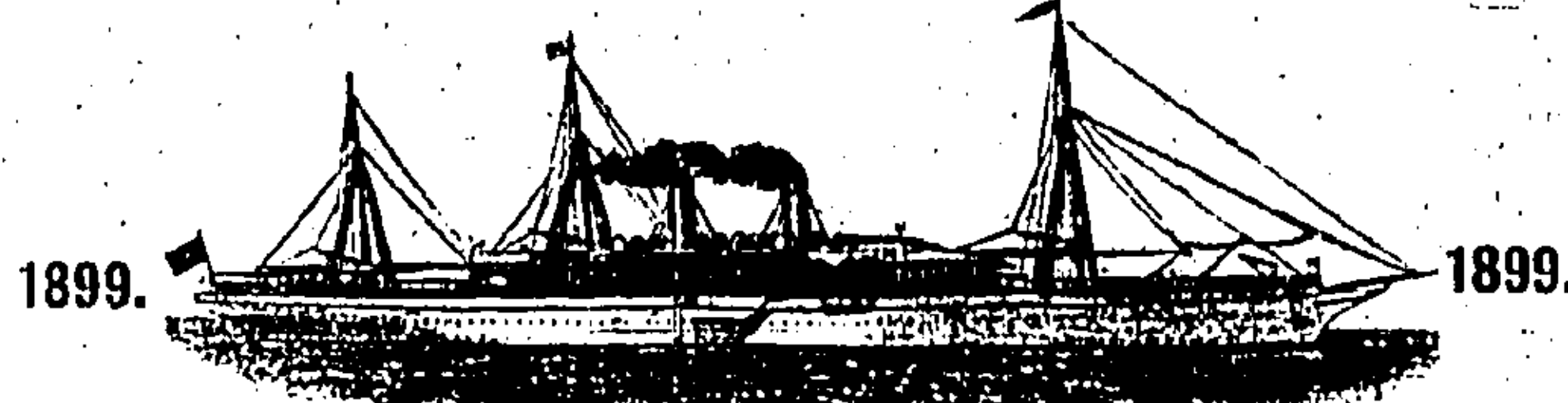
STEAMERS.	DESTINATIONS.	SAILING DATES.
SAGAMI MARU	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMLUPPO & NAGASAKI	Friday, 12th May, at Noon.
MIKE MARU	Kobe and YOKOHAMA	Saturday, 13th May, at 4 P.M.
YAMAGUCHI MARU	BOMBAY, VIA SINGAPORE and COLOMBO	Tuesday, 16th May, at Noon.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE	Sunday, 21st May, at 4 P.M.
FUTAMI MARU	NAGASAKI, KOBE and YOKOHAMA	Thursday, 25th May, at 4 P.M.
KASUGA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 26th May, at 4 P.M.
*JIZUMI MARU	SEATTLE, WASH., U.S.A., VIA KORE, YOKOHAMA & VICTORIA, B.C.	Thursday, 1st June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 8th May, 1899.

Mails.
CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST-ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. Gen. A. Lee, R.N.R., WEDNESDAY, 17th May, 1899.
EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th June, 1899.
EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER B.C. in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Routes, and make connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES: First class only, granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Book, Rates of Passage &c., apply to: D. E. BROWN, General Agent, Paddy's Street, 13.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU	via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.	Saturday, 20th May, at Noon.
AMERICA MARU	via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.	Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight, and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same, if required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899.

NITSU BUSSAN KAISHA.

No. 6, Lee House Street, Praya Central.

Head Office: TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—

Mitsui Coal Mines, Onoda Coal Mines, Canada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Onoda Cement Company, Japan, Kanaguchi Cotton Spinning Mill, Japan, The Mitsui Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1898.

NORDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRUSTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*HEIDELBERG	HAVRE and HAMBURG.	About 25th May.	Freight and Passage.
Schiller	(LONDON with transhipment in HAMBURG)	May.	Freight and Passage.
*SIBIRIA	HAVRE and HAMBURG.	About 30th May.	Freight and Passage.
Hildebrandt	(LONDON with transhipment in HAMBURG)	May.	Freight and Passage.
*KONIGSBERG	HAVRE and HAMBURG.	About 15th June.	Freight and Passage.
Christiansen	(LONDON with transhipment in HAMBURG)	June.	Freight and Passage.
DEIKE	NEW YORK.	About 30th June.	Freight.
RICKMERS	via SUZUKI CANAL.	June.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to:

CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra 1,340 about 1 May 20

Belgian King 3,379 about 1 June 20

Cornwallshire 2,929 about 1 July 20

Carlisle City 3,002 about 1 Aug. 20

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th May.

Through Bills of Lading is issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to:

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 1330

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro

via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

City of Peking

via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

China

via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd May, 1899.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

Tuesday, 6th June, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

Saturday, 1st July, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 11th May, at Noon.

Steamers of this line, pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th April, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen Wednesday | 24th May.

Sachsen Wednesday | 21st June.

Havry Wednesday | 19th July.

ON WEDNESDAY, the 24th day of May, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 22nd May. Cargo, and Specie will be received on board until 5 P.M. on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to:

MELCHERS & Co., Agents.

Hongkong, 20th April, 1899.

Printed and Published by ETHELBERG FORBES SKETCHLEY, at No. 50, Queen's Road Central, in the City of Victoria, Hongkong.

DISINFECT
WITH
SANITAS
FLUID, POWDER, SOAPS, &c.
OF ALL CHEMISTS AND STORES.
HOW TO DISINFECT
THE SANITAS CO. LTD.
LONDON.

SETTING UP OF DISTILLERIES
Rice—Corn—Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories
STEAM KITCHENS
ECROT & GRANCE, rue Mathis, PARIS
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

TEETHING BABIES
need time for the teeth. All children need time for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough time. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUTGENS, EINSMANN & Co. Hongkong, 11th September, 1896.

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897.

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. Nos. 54 & 56, Queen's Road Central, 1897.

MEMU BILLIARD TABLES and LIQUORS to all others. THE GRILL ROOM. Hongkong, 1st September, 1897.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

Sole Agents for Hongkong and the Empire of China:—

WATKINS & Co., APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong.

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KUHN & KOMOR.

JAPANESE FINE ART CURIOS, 31 & 33, QUEEN'S ROAD, HONGKONG, and 35, WATER STREET, YOKOHAMA.

36, DIVISION STREET, KOBE, Hongkong, 15th March, 1898.

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THE LEADING CATERERS.

COMPARE OUR

MEMU BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM. Hongkong, 1st September, 1897.

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ARMY GAMBLING IN GERMANY.

News from Berlin states that recently the Reichstag had a most exciting discussion on the subject of army gambling. Herr Bebel, the Socialist leader, reiterated a charge that there was a large percentage of the army officers in a notorious Club, adding that a similar state of things prevailed at the Turf Club, where heavy play is the main feature. Herr Bebel further asserted that many officers played there regularly in spite of the army regulation forbidding gambling. He added that among those who frequented the club were three Princes of a reigning German house.

The Socialist leader then asked why the Minister of War, General von Götter, usually quick in replying to papers, had not proceeded against the *Togelklub*, which had given details in connection with these clubs, severely reflecting on army officers. To this query the Minister made an evasive reply.

Herr Bebel, continuing, said that the extent to which gambling flourished in the Turf Club was proved by the fact that the club last year received 350,000 marks from card money.

A private investigation more than corroborated the above statements. It seems that 50 per cent of the membership of the club consisted of officers belonging to the active and reserve forces of the army, and that the frequenters of the club until recently included Emperor William's brother-in-law, Duke Ernest Günther of Schleswig-Holstein, the Baden Princes, a Wurtemberg Prince of Thurn and Taxis, the members of the Prussian Hereditary House, Dietrich and Reichstag.

Any number of scandals have occurred in the club recently. One member, a Prussian officer named Von Bredow, was caught cheating after winning 250,000 marks and was forced to resign from the club and the army and to emigrate to America, but was not punished legally.

A BIG SOURCE OF INCOME.

Death duties (according to the Parliamentary paper just issued) for the year ending March 1898 reached the sum of £11,911,631, of which sum England contributed no less than £10,507,118, Scotland furnishing nearly a million, and Ireland half that amount. Estates from £100 to £1,000 which are taxed at 3 per cent, were responsible for the largest share in the total, accounting for £10,584,119.

THE CAPE TO CAIRO RAILWAY.

Among the most picturesque incidents of an age of intercommunication must be reckoned the visit of Mr. Rhodes to Berlin, remarks a home paper. His object was to consult with authoritative circles regarding manifold questions relating to the project of a railway from the Cape to Cairo. With characteristic directness he sought to bring himself into touch with the fount and origin of all authority. He asked for an audience of the Emperor himself, and the Emperor, with equally characteristic openness of mind, graciously acceded to his request. It need scarcely be said that the German Emperor is not at home to every chance caller, and that an interview of this kind does not take place until its objects are fully understood and regarded as worthy, at least in principle, of favourable consideration. The significance of the event can hardly be exaggerated. It is of good omen, not only for the scheme in which Mr. Rhodes is especially interested, but also for the relations of Great Britain and Germany in all parts of the world. According to all accounts, Mr. Rhodes has successfully accomplished his mission. His telegraphic lines in Central Africa are to run through German territory, and a compact to that effect has been concluded. A railway convention to the same effect is confidently expected. The connection with the German possessions in South-west Africa, is, for the moment, left out of the reckoning. It was thought in some quarters that this might be Mr. Rhodes's main card for forcing the Kaiser's hand, but he had a stronger one in the power to take his lines through the Congo Free State, if Germany proved intractable. This appears to have actually been the case. Mr. Rhodes was able to say that he had a concession in his pocket to take the railway through the Congo State, but that he preferred the German route as the shorter, and as offering better security for the maintenance of order. This was enough. Germany, seeing that the line was inevitable, preferred for a thousand reasons to have it within her own borders.

THE UNPROTECTED FEMALE!

Judgment has been delivered in the Cincinnati divorce suit in which one Charles Kraus sought a "divorce" because his wife had a glass eye and a false leg, of which he was in perfect ignorance at the time he married her. The judge has held that the wife had never been asked before marriage whether she had any physical defects, and consequently there could be no positive deceit. Dealing with the legal aspect of the case, he said, "It is not unlawful for woman to attract mankind with devices and attachments used to improve the work of nature. Otherwise, why should not false hair and other falsities peculiar to females be made a ground of divorce?"

A NOVEL WATER MOTOR.

The possession of an electric fan-motor is extremely desirable in warm weather. It is unfortunately happens that not every building is provided with the means for obtaining the necessary current. The fan illustrated, however, requires no electric current, but depends for its motive power wholly upon the water coming from the faucets in every house.

In its construction the motor is exceedingly simple, consisting as it does of a casing in which an impact water-wheel is located and of a spindle, rigidly attached to the water-wheel and projecting from the casing. A ball and socket joint at the bottom of the casing enables the motor to be inclined in any direction, even when in motion.

The water enters at the top of the casing by means of a rubber tube having an opening in its lower end varying between 3/32 inch and 5/64 inch in diameter. The resulting jet strikes the water-wheel at a tangent to the periphery, and after expending its force passes down through an opening in the ball and socket joint, after which it is led away.

By attaching a balance-wheel and pulley, the motor can be made to drive a ceiling or post fan, or a sewing machine, with water working at a pressure of 10 lb. to the square inch. With a pressure of 50 lb. a telephone exchange generator can be driven. By attaching a guard to the casing and blades of the spindle the motor can be directly used as a fan. The motor consumes about seven pints of water per minute.

Mrs. Anderson—There's one thing I want to say to you, John Anderson. Mr. Anderson—Only one, I'm in luck tonight. Generally, you have a dozen.

SOMETHING NEW.

So many scandals have arisen from the profession of medical men and dentists, being carried on by limited companies, that we feel sure that both the public and the profession will welcome Lord Halsbury's Companies (Medical Profession) Bill. By its operative clause, "It shall be unlawful for a company under the Companies Acts 1892 to 1896 to carry on the profession or business of a physician, surgeon, dentist, or midwife, and if any company contravenes this enactment it shall be liable on summary conviction to a fine not exceeding £5 for every day during which the contravention has been committed, in order that what is a growing evil may be entirely stamped out, and that individual instead of corporate responsibility, as in most necessary, may continue.

THE LONGEST BRIDGES.

The longest bridge in the world is that over the Tay in Scotland, which is 3,200 meters, equal to 9656 ft. long; and the next longest is also in Great Britain, being that over the Forth, 2,394 meters, equal to 7525 ft. long. The following table gives, in meters and in feet, the lengths of the principal bridges in various countries:

	Meters.	Feet.
Tay, Great Britain	3200	9656
Forth, Great Britain	2394	7525
Mberdyck, Holland	1470	4820
Volga, Russia	1438	4715
Weichsel, Germany	1325	4346
Thoen, Germany	1272	4172
Tranden (Elbe), Germany	1092	3580
Brooklyn, United States	488	1601

The greatest single span of the Forth Bridge is 221 meters, equal to 725 ft. of the Elbe Bridge, 220 meters, equal to 723 ft. of the Forth River Bridge, 488 meters, equal to 1601 ft. between the towers; total length, 6337 ft.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAUHEN'S GENUINE
COMPOSITION RED-HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
AND
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
ERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLEMENT, HUMBER AND GLADIATOR Co., Ltd.,
DUNLOP TRUCKS' BICYCLES—PRICE, \$160.
A special reliable Watch made for this climate,
Quality A.....\$12
Quality B.....\$10
14, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO
At No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS AND PORTRAITS
ON IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [596a]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to execute, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [45]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a]

S. IEN TING,
SURGEON DENTIST,
No. 10, DAGULAN STREET.
TERMS—VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [43]

AN APPEAL.
THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing. Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1893. [493]

NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBTS contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong:—
GERARD C. TOREY, American bark, J. F.
Sutcliffe, By Order.
QUEEN MARGARET, British ship, Fraser,
Standard Oil Co.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"HAIMUN."
Captain Milroy, will be despatched for the
above Ports, TO-MORROW, the 11th instant,
at 10 A.M., instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 10th May, 1899. [636a]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
"CATHERINE APCAR."
Captain J. G. Oliffert, will be despatched for the
above Ports, TO-MORROW, the 11th instant,
at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 10th May, 1899. [601a]

FOR KOBE (DIRECT).
THE Steamship
"KONOURA MARU."
Captain K. N. Shima, will be despatched for the
above port, on FRIDAY, the 12th instant,
at Noon.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 6th May, 1899. [621a]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA.
The Company's Steamship

"CHINGTU."
Captain Dodd, will be despatched as above
on FRIDAY, the 12th instant.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. First Class Saloon is situated forward
of the Engine Room.
A daily qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th May, 1899. [631a]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.
STEAM TO SHANGHAI AND KOBE.
The Company's Steamship

"VINDOBONA."
Captain C. Hellen, will leave for the above
places on SATURDAY, the 13th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 8th May, 1899. [636a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"ORESTES."
Captain Palford, will be despatched as above
on SATURDAY, the 13th May.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th April, 1899. [562a]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

REGULAR WEEKLY SERVICE TO
SWATOW, AMOY AND TAMSUI.
THE Steamship

"MAZARU MARU."
Captain S. Nagata, will be despatched for the
above ports, on SUNDAY, the 14th instant,
at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 8th May, 1899. [628a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
The Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched on
MONDAY, the 15th instant.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engine Room.
A daily qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th May, 1899. [603a]

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
The Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched on
MONDAY, the 15th instant, at 3 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.
A daily qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
M.B.—Return Tickets issued by this Company
to and from AUSTRIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th May, 1899. [604a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR WEIHAIWEI AND TIENTSIN.
The Company's Steamship

"KWEIYANG."
Captain Outerbridge, will be despatched as above
on TUESDAY, the 16th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd May, 1899. [558a]

FOR NEW YORK VIA SUEZ CANAL.
The Steamship

"VORTIGERN."
Captain Fairweather, will be despatched for the
above port, on or about the 27th May.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 21st April, 1899. [144a]

Shipping.

STEAMER.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"GLAUCUS."
Captain Barwise, will be despatched as above
on TUESDAY, the 23rd May.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th April, 1899. [561a]

Consignees.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "BENLAVERS."

FROM ANTWERP, LONDON AND
SINGAPORE.
CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Hongkong and Kowloon
Wharf and Godown Company's Godowns
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th instant, will be
subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 18th
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 10th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th May, 1899. [616a]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship.

"CEYLON."
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo—
From Madras, ex S.S. *Loodiana*.
Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO-DAY.
Goods not cleared by the 10th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 4th May, 1899. [1-w 5]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.
NOTICE TO CONSIGNEES.
FROM KOBE.

"MARQUIS BACQUEHEM,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon on the 14th instant, or they will not be
recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 14th
instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 8th May, 1899. [600a]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"NANKIN."
FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo—
From Persian Gulf, ex B. I. S. N. and B. P.
S. N. Co's Steamers.
Goods not cleared by the 15th instant, at 4
P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 9th May, 1899. [5]

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.
The Company's Steamship

"HAKATA MARU."
having arrived from the above Ports Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk into the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY.
Goods not cleared by the 16th instant, will
be subject to rent.
No Fire Insurance has been effected.
All ship-damaged packages must be left in
the Godowns where they will be examined on
MONDAY, the 15th instant, and FRIDAY,
the 19th instant, both days, at 10 A.M.
All claims must reach the Undersigned before
the 18th instant, or they will not be recognised.
NIPPON YUSEN KAISHA.
Agents.
Hongkong, 9th May, 1899. [617a]

Intimations.

THE GHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.
EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.
ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.
For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135]

THE MUTUAL STORES.
Have just received another Consignment of
LIPTON'S FAMOUS GOODS
INCLUDING
COFFEE, HAMS,
BACON, JAM, BISCUITS,
TEA, ETC., ETC.
28, 28 & 30, PORTINGER STREET.
Hongkong, 21st April, 1899. [138a]

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Con-
sumption, Obsolete Coughs or
Colds and those affected with diseases
of the Chest, Lungs, and Bronchial
Tubes, should take
GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.
Prescribed by the leading medical author-
ities in all countries for the last twenty-
five years with the greatest success, it
continues to retain its reputation where
all other medicines have failed.
Grimault's Syrup immediately arrests
the Cough, Spitting of blood and Night-
sweats, and the Appetite improves rap-
idly—a fact soon demonstrated by an in-
crease of weight and healthy appearance.
Grimault's Syrup has a rose colour,
and is sold in all ornate bottles. Beware
of Imitations.
GRIMAULT & Co., Paris, 10, rue d'Amiens.

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.
ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

SERRAVALLO'S
FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and a
the same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [37]

F. CAZANOVE,
BORDEAUX.
GOLD MEDALS
Bordeaux, 1882. Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

This LIQUOR is employed with
success to restore the FORCES
of the STOMACH and FACIL-
ITATES THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MOXA-KIYA of Dr. GOLLZ.
CREME DE MANDARINE.
AVELINE ANISETTE SUPERFINE.
Apply to
LAENDLER & Co., Paris.

The Share Market.
LATEST QUOTATIONS.
(May 10th.)
Banks.
Hongkong and Shanghai Banking Corporation
—28 1/2 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
—1 1/2 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
—5 1/2 buyers.
National Bank of China, Ltd.—\$24
Do. —\$24.
Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$230
China Traders' Insurance Co., Limited—\$67 1/2
North China Insurance Co., Ltd.—Tls. 180
Yantai Insurance Assoc. Ltd.—\$114
Canton Insurance Office, Ltd.—\$142 1/2 sellers
Straits Insurance Co., Ltd.—\$44.
Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$300
China Fire Ins. Co., Ltd.—\$82.
Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$29.
Indo-China Steam Navigation Company, Ltd.
—\$59.
China and Manila S.S. Co., Ltd.—\$77
Douglas Steamship Co., Ltd.—\$56
China Mutual S. N. Co., Ltd.—(Preference)—
—19 to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
—15 to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—4 1/2
buyers.
Star Ferry Co., Ltd.—\$14.
Refineries.
China Sugar Refining Co., Ltd.—\$17 1/2
Luzon Sugar Refining Co., Ltd.—\$50.
Mining.
Punjom Mining Co., Ltd.—\$7 1/2
Do. —Preference Shares—\$1 60
Société Française des Charbonnages du Ton-
kin—\$10.
Queen Mines, Limited—\$0 55
Jelebu Mining and Trading Co., Ltd.—\$10
Raub A'lan Gold Mining Co., Ltd.—\$5 1/2
Olivers Freehold Mines, Ltd.—(A) 57
Olivers Freehold Mines, Ltd.—(B) 50
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$4 40.
Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—4 1/2
buyers.
Hongkong and Kowloon Wharf and Godown
Company, Limited—\$8

